

**Road Racing World Championship
Grand Prix Regulations**

***Règlements du Championnat du Monde
des Grands Prix de Courses sur Route***



2004

1st edition / 1^{ère} édition

ROAD RACING WORLD CHAMPIONSHIP GRAND PRIX REGULATIONS

RÈGLEMENTS DU CHAMPIONNAT DU MONDE DES GRANDS PRIX DE COURSES SUR ROUTE

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THIS BOOK PREVAILS OVER ALL OTHER FIM RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX. / CETTE BROCHURE PREVAUT SUR TOUS LES AUTRES REGLEMENTS FIM, A L'EXCEPTION DE CEUX QUI SONT RENVOYES A UNE ANNEXE.

Articles amended as from 01.01.2004 are in bold type
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AMENDMENTS TO THE FIM ROAD RACING WORLD CHAMPIONSHIP GRAND PRIX REGULATIONS

The FIM, through the Grand Prix Commission and the Grand Prix Permanent Bureau, may at any time amend any or all provisions of the Regulations.

The Permanent Bureau consists of:

One Representative of the Fédération Internationale de Motocyclisme (FIM).
One Representative of DORNA.
One Representative of 2WP.

which shall meet on a regular basis to discuss and decide on all issues of the FIM Grand Prix pertinent to the respective interests of the members.

The procedures for the calling of meetings of the Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by the members from time to time provided always that a decision of the Permanent Bureau shall only be effective with and upon the unanimous vote of the members.

The Grand Prix Commission is competent to study any proposal of changes to the FIM Road Racing World Championship Grand Prix Regulations.

The Grand Prix Commission consists of:

- One Representative appointed by the Fédération Internationale de Motocyclisme (FIM).
- One Representative appointed by the manufacturers, through MSMA.
- One Representative appointed by the teams and riders, through IRTA.
- One Representative appointed by DORNA / 2WP who will be the Chairman of the Grand Prix Commission.

Any resolution voted by the Grand Prix Commission shall require the simple majority and the Chairman will have the casting vote in case of a tie. The resolutions of the Grand Prix Commission shall be effective subject to the approval of the Permanent Bureau. The parties shall procure that the meetings of the Grand Prix Commission take place no later than fourteen (14) days following the request of any Representative for that meeting.

General Undertakings and Conditions

All riders, teams' **personnel**, officials, **promoters/organizers** and **all the persons involved in any capacity whatsoever** participating in the FIM Road Racing World Championship Grand Prix undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE

as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Road Racing World Championship Grand Prix Regulations").

All the persons mentioned above may be penalised in accordance with the provisions of the FIM Road Racing World Championship Grand Prix Regulations.

Whilst the FIM Road Racing World Championship Grand Prix Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the FIM Road Racing World Championship Grand Prix Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the FIM Road Racing World Championship Grand Prix Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTI-DOPING CODE

All the persons concerned must at all times observe the FIM Anti-Doping Code found at the end of this book and may be penalised accordingly.

1. SPORTING REGULATIONS

1.1 Introduction

1.1.1 A series of motorcycle races counting toward the FIM Road Racing World Championship Grand Prix for Riders and Constructors will be organised.

1.2 Events

1.2.0 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM Stewards during that period.

1.2.1 Events must be staged on race circuits that have been approved by the FIM for the Championship and comply with the FIM Standards for Road Racing Circuits (SRRC).

1.2.2 All events in the Championship must cater for all three classes.

1.2.3 Events must not include any other races except for support races approved by 2WP which may not alter the event schedule (1.13).

1.2.4 Any activity involving vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval.

1.2.5 Organisers will be nominated by 2WP/Dorna.

1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.7 **The organiser** will arrange third party liability insurance including cover for all participants, teams, sponsors, service companies, officials, FIM, Dorna, 2WP, IRTA, etc.

The cover provided for each event shall be US \$ 6 million, with the exception of the USA and Canada, where the cover shall be different.

The organiser will send a copy of such liability insurance to **Dorna** by courier or telefax, at least 30 days prior to its event. At least 15 days prior to the event; **Dorna** shall let **the organiser** know if some amendments must be made to the aforesaid liability insurance to meet the insurance laws of the organiser's country.

The validity of the insurance must start at 08:00 hrs, on the Wednesday (or Tuesday in the case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race.

1.2.8 At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM and 2WP:

- a – Confirmation of the name and address of the Promoters/ Organisers, including telephone and facsimile numbers for correspondence.
- b – The date and place of the Event.
- c – A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d – The location at the circuit of the rider information centre and the official notice board.
- e – The name and address of the company providing the third party liability insurance cover and the number of the policy.
- f – Name and address of FMNR.
- g – The name of the Clerk of the Course (with FIM licence) must be approved by the Permanent Bureau. To be eligible for the FIM licence, the Clerk of the Course must have successfully participated in a seminar organised by the CCR. Participation in a seminar is obligatory at least once every three years.

h – The name, address and telephone number of the Chief Medical Officer.

i – **The name, address and telephone number of the hospitals designated for the event.**

N.B. The Organiser is not required to produce or publish any Supplementary Regulations for the event.

1.2.9 At least 60 days before the Event, 2WP must publish the above information and post it to IRTA for distribution to all teams with an entry for the Event.

1.3 The Paddock

1.3.1 The Paddock, pit boxes and all other facilities must be available to teams at least on the Wednesday prior to a Sunday race and remain available to competitors for at least one day and, if possible, two days after the event.

1.3.2 Access must be available for teams arriving to set up between the hours of 08:00 and 22:00.

1.3.3 At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

1.3.4 At all times that the Paddock is occupied there must be a basic medical service and fire fighting service in the circuit.

A fire truck must be provided with the following minimum characteristics: tank capacity 4 cubic meters; pressure: 40 kg/cm² (high), 12 kg/cm² (low); water rate 300 - 400 litres/minute.

1.3.5 Full security must be supplied to the Paddock area from at least midnight of the Wednesday prior to a Sunday race until midnight of the Monday following the race.

1.4 Officials

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event:

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

Race Director Responsible for ensuring proper observance of the FIM World Championship Grand Prix Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the Event Management Committee and the FIM Stewards.

The Race Director has no competence for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

Technical Director Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

Medical Director Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.

FIM Safety Officer Responsible for the supervision of all aspects of safety.

Starter Responsible for the start procedure.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR/Organiser.

They are:

i) **Clerk of the Course** Responsible for:

a – Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.

b – Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and races.

The Race Director, the FIM Safety Officer, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the all practice sessions and **warm up**.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the FIM Safety Officer.

- c – Taking decisions to ensure the smooth and efficient running of the event.
 - d – Ensuring that the event is run within the FIM Road Racing World Championship Grand Prix Regulations.
 - e – Notification of protests to the Race Direction.
 - f – **Immediate** approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.
- ii) **Secretaries** Responsible for:
- a – During the event effecting communications between the various officials.
 - b – Providing secretarial support for the Event Management Committee, the Race Direction and the FIM Stewards.
- iii) **Other Officials** Marshals, Technical Scrutineers, Security Personnel, Medical Staff etc., as required for the efficient running of the event.

All communications between **the individual Event** Officials must be made via the relevant Permanent Officials.

1.4.3 **The Race Direction**

The Race Direction shall be appointed for the Championship by the Permanent Bureau.

1.4.4 **The FIM Stewards**

The FIM Stewards shall be appointed for each event by the FIM.

1.5 Event Management

1.5.1 The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

The Race Director – who will chair the meetings
The Technical Director
The Medical Director
The Clerk of the Course
The Delegate appointed by DORNA
The FIM Safety Officer

1.5.2 **At any time the duties of the members of the Event Management Committee are :**

- a – To ensure the smooth and efficient running of the event.
- b – To make recommendations to the Race Direction concerning any matter that is in contradiction to the FIM Road Racing World Championship Grand Prix Regulations.
- c – To report to the Race Direction any infringements of the FIM Road Racing World Championship Grand Prix Regulations.

1.5.3 The Event Management Committee will meet at any time required during the event, but at least:

- a – Prior to the first practice session.
- b – At the end of each practice day.
- c – At the end of the event.

1.5.4 The quorum for a meeting of the Event Management Committee is three persons.

1.5.5 All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

1.5.6 The Chief Steward may attend the meetings of the Event Management Committee and the Race Director may also invite the participation of Officials or other persons to assist in the meetings. However, the Chief Steward and the invited officials or other persons will have no right of vote.

1.5.7 The duties of the Event Management Committee are :

- a – To receive reports from the various Officials concerning scrutineering, practice and races.
- b – **To make recommendations to the organiser to improve the smooth and efficient running of the event.**

1.6 Race Direction

1.6.1 The Race Direction will comprise the following persons :

- The FIM Representative
- The DORNA Representative
- The IRTA Representative
- The IRTA Riders' Representative

1.6.2 The quorum for a meeting of the Race Direction is three persons.

1.6.3 Each member has one vote. Decisions are based on a simple majority (exception : the black flag / black flag with orange disc can only be shown with a unanimous decision).

1.6.4 The Race Direction will meet at any time required during the event.

1.6.5 The duties of the Race Direction are :

- a – To impose penalties for any infringements of the FIM Road Racing World Championship Grand Prix Regulations.
- b – To impose penalties on organisers for **having been unable to ensure the smooth and efficient running of the event** or for serious breaches of the FIM Road Racing World Championship Grand Prix Regulations.

- c – To adjudicate on any protest relating to infringements of the FIM Road Racing World Championship Grand Prix Regulations.

1.7 The FIM Stewards

- 1.7.1 There will be a panel of three FIM Stewards (with FIM Sporting Steward licence) supervised by the Chief Steward who will chair the meetings.
To be eligible for the FIM licence, these officials must have successfully participated in a seminar organised by the CCR. Participation in a seminar is obligatory at least once every three years.
- 1.7.2 The Chief Steward and the other Stewards are responsible for enforcing the FIM Road Racing World Championship Grand Prix Regulations. All Stewards officiating at more than four Grand Prix in any year shall be approved by the Permanent Bureau.
- 1.7.3 The quorum for a meeting of the FIM Stewards is two persons.
- 1.7.4 If the Chief Steward is indisposed during the Event then the second FIM Steward will fill the vacancy.
- 1.7.5 **Each member has one vote.** Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.
- 1.7.6 The FIM Stewards have no executive role in the running of the events.
- 1.7.7 The FIM Stewards will **meet** at any time **required** during the event.
- 1.7.8 The FIM Stewards are responsible for:
 - a – Ensuring that the event is conducted according to the FIM Road Racing World Championship Grand Prix Regulations **and reporting any infringement to the Race Direction.**
 - b – Adjudicating on any appeal against the decisions of the Race Direction.

1.7.9 All decisions of the FIM Stewards must be communicated in writing to the Race Direction and all affected parties.

1.8 The Calendar

1.8.1 The calendar of races counting for the Championships will be, in principle, published by no later than 31st October of the preceding year.

1.9 Classes

1.9.1 Classes will be for the following categories :

125	125cc single cylinder
250	250cc maximum twin cylinder
MotoGP	500cc 2 stroke / 990cc 4 stroke

1.9.2 Technical Regulations governing the three classes are provided in the FIM Grand Prix Technical Rules for the FIM Road Racing World Championship Grand Prix.

1.10 Eligible Competitors

1.10.1 In order to compete in the FIM Road Racing World Championship Grand Prix, riders must be officially entered by a member team of IRTA (with the exception of wild card riders, see Art. 1.11.5/6/7).

The rider must be in possession of an "FIM Grand Prix Licence" or an "FIM Superlicence" issued by a FMN. Riders are designated by IRTA/Grand Prix Commission. Licences can, in certain circumstances, be for a single event. To receive a Licence, the rider must be in possession of a national licence of a FMN at no additional cost to the rider.

The maximum age of new contracted riders participating in the 125 cc Grand Prix for the first time and of wild card riders is 25 years at 01.01.2004.

Licences for riders are issued only when the minimum age has been attained as below:

- 125 cc: 15 years
- 250 cc: 16 years
- MotoGP: 18 years

The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

For the 125cc class, as from 01.01.2005, any rider who has attained the age of 28 years before the 1st of January of the corresponding Championship year shall be ineligible to be contracted for the Championship.

The constructors must be in possession of the appropriate "FIM Manufacturer Licence".

1.11 Entries

- 1.11.1 Each team, being a member of IRTA, must submit to the Secretariat of IRTA, by 28 February of the year in question, an entry for their team which will, except when special dispensation is granted, be valid for all races in the FIM Road Racing World Championship Grand Prix. At the same time, the team must indicate the riders designated and the class in which they will participate together with the Testing Circuits designated by the team (e.g. 1.15.1.i).
- 1.11.2 Each entry must specify, for each rider, the insurance company providing the minimum cover specified by IRTA, the number of the policy and the expiry date of the policy.
- 1.11.3 Each entry commits the team to designate a rider to compete in all the events of the FIM Road Racing World Championship Grand Prix in the chosen class. Exceptions can only be made as follows:
- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "Force Majeure". A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

- ii) A team may withdraw a rider from additional events in the FIM Road Racing World Championship Grand Prix only for medical reasons or other reasons of "Force Majeure". Withdrawals for medical reasons must be supported by a letter from a qualified Doctor and are subject to verification by another medical practitioner appointed by IRTA at its own expense. 2WP shall then have the right to require an additional examination and verification by at least two other medical practitioners appointed by 2WP for that purpose. In the event that the medical practitioners appointed by 2WP do not support the opinion of the medical practitioner appointed by IRTA, the following shall apply:
 - a) the opinion of the medical practitioners appointed by 2WP shall be deemed to prevail;and
 - b) IRTA shall pay all costs incurred in the examination and reporting by the medical practitioners appointed by 2WP.

Teams must make every reasonable effort to provide a qualified substitute rider to fulfil their entry obligations. However no substitution or replacement of the entered rider may be made after 17h30 on the first day of the event except in the MotoGP class when the limit is at 12.00 hrs. on the final day of qualifying.

- iii) For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the Team obtaining the approval of IRTA and then subject to IRTA obtaining the approval of 2WP/FIM (neither of whom shall be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the FIM Road Racing World Championship Grand Prix with another rider ("replacement rider") for remaining rounds of the FIM Road Racing World Championship Grand Prix. Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by IRTA and 2WP/FIM.

1.11.4 If a team is unable to provide a substitute rider, then IRTA may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10.1 will apply to all replacement and substitute riders.

1.11.5 Each Grand Prix host Federation (FMNR) may nominate 3 wild card entries for the 125cc and 250cc classes in their own Grand Prix only. Wild card riders must be holders of an FIM "one event Road Racing Grand Prix" licence issued by any FMN and entries must be submitted by the FMNR to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. These entries will be submitted to the approval of the Grand Prix Commission.

All financial arrangements for compensation or reward of wild card riders are the responsibility of the FMNR (Federation organising the event).

Wild card entries are not subject to the insurance requirements under 1.11.2. Insurance of the wild card riders is the responsibility of the FMNR (Federation organising the event).

1.11.6 The MSMA (Motorcycle Sport Manufacturers' Association) may, at each event, nominate 1 wild card entry for the 250 cc and MotoGP classes.

Wild card riders must be holders of an FIM "one event Road Racing Grand Prix" licence issued by any FMN and entries must be submitted by the MSMA to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. The entries will be submitted to the approval of the Grand Prix Commission.

All financial arrangements for compensation or reward of wild card riders designated by the MSMA are the responsibility of MSMA.

Wild card riders designated by the MSMA are subject to the insurance requirements stipulated under 1.11.2.

1.11.7 The FIM may, at each event, nominate 2 wild card entries for the 125cc and 250cc classes and FIM/DORNA may, at each event, nominate 1 wild card entry for the MotoGP class.

Wild card riders must be holders of an FIM "one event Road Racing Grand Prix" licence issued by any FMN and entries must be submitted to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. These entries will be submitted to the approval of the Grand Prix Commission.

There will be no financial arrangement for compensation or reward.

Wild card riders designated by the FIM and the FIM/DORNA are subject to the insurance requirements stipulated by their FMN.

- 1.11.8 A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship, at 17:00 hrs on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full will result in disqualification from the event.

A waiver can be granted to a rider by the Race Direction.

- 1.11.9 A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session.

- 1.11.10 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.12 Starting Numbers

- 1.12.1 Each rider accepted for the FIM Road Racing World Championship Grand Prix will be allocated a specific starting number which will be valid for the whole Championship. In general, the starting numbers will be based on the results of the team riders in the previous year's Championship or in other similar events.

1.13 Schedule

1.13.1 The Event schedule will be as follows:

WEDNESDAY : Arrival and setting up of Teams

THURSDAY : Arrival and setting up of Teams
10:00 - 17:00 Technical and Sporting Checks
and other formalities

FRIDAY :	Free practice	Qualifying practice
125cc	09h00 - 09h45	13h15 - 13h45
MotoGP	10h00 - 11h00	14h00 - 15h00
250cc	11h15 - 12h15	15h15 - 16h00

SATURDAY :	Free practice	Qualifying practice
125cc	09h00 - 09h45	13h15 - 13h45
MotoGP	10h00 - 11h00	14h00 - 15h00
250cc	11h15 - 12h15	15h15 - 16h00

SUNDAY :	Warm up	Races
125cc	09h00 - 09h20	11h15
250cc	09h30 - 09h50	12h30
MotoGP	10h00 - 10h20	14h00

1.13.2 The above schedule can only be varied as follows:

- i) Prior to the event by 2WP/Dorna;
- ii) During the event by the Race Direction.

1.14 Technical Control – Medical Control – Doping Control

1.14.1 All motorcycles should be checked by the Technical Scrutineers prior to first participation in practice on safety aspects, according to the published schedule.

In the classes 250cc and 125cc, teams may present two motorcycles per rider for Technical Control which will be specially identified by the Technical Controllers.

Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

1.14.2 The procedure for Technical Control is described in the Technical Regulations, articles 2.12 and 2.13. The procedure for Medical Control is described in the Medical Code.

1.14.3 Any rider to be tested for doping control must report to the doping control room in the medical centre with sufficient identification within one hour of notification.
One associate may accompany the rider.

1.15 Practice

1.15.1 Practice Restrictions

- i) Practice by riders contracted to compete in the FIM Road Racing World Championship Grand Prix is prohibited within 14 days of the date of the race and, at any circuit included in the FIM Road Racing World Championship Grand Prix, after the running of the first event in the Championship, with the following exceptions:
 - a. Free practice or qualifying practice at the event.
 - b. Practice at any circuit after the event at that circuit.
 - c. Practice at the 2 Testing Circuits designated by each team (see 1.11.1) which may take place up to 14 days before the race scheduled for the circuit.
 - d. Official practice sessions organised by IRTA.

When there is a break in the Championship of two or more consecutive weekends then the above exceptions will not apply from 09.00 hrs. on the Wednesday after the Grand Prix until the following Grand Prix.

- ii) Special exceptions to this rule may be granted due to reasons of Force Majeure. For example, where a team recruits a qualified rider to replace an injured rider, the qualified rider could possibly have practiced unwillingly at a circuit included in the FIM Road Racing World Championship Grand Prix.
- iii) Testing restrictions do not apply to wild card riders except that they may not test at the circuit of the event within 14 days of the race.
- iv) Winter testing for 125cc and 250cc teams will be restricted to the Continent Zone (Europe-Asia/Oceania-Africa-the Americas) where the team is based.
- v) **No testing may take place between the 15th December of one year and the 15th January of the following year, both dates being inclusive. This restriction applies to all teams in all classes who participated in the preceding season and those teams that have been notified of acceptance for, or already have a contract of participation for, the following season. The restriction applies to testing by these teams of machines used in any class of the FIM Road Racing World Championship Grand Prix with riders nominated for the Championship or test riders.**

1.15.2 Practice Sessions

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until **the allotted time has elapsed at which time the red light on the start line will be displayed**. After the chequered flag riders may complete one additional lap prior to entering the pits.

- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were displayed.
- v) After practice has started, the racing surface of the circuit should not be washed or brushed except on instruction from the Race Director and the FIM Safety Officer in response to a localised change in conditions.

1.15.3 Motorcycles

In the classes 250cc and 125cc, a rider may practice on two motorcycles.

In the MotoGP class, a rider may practice on more than one motorcycle providing that all such motorcycles have been scrutineered in the name of his/her team.

1.15.4 Free Practice

Free practice will not be timed for the purpose of qualification or grid positions.

1.15.5 Qualifying Practice

In qualifying practice, all lap times of the competitors will be timed and count towards qualification for the race and grid positions.

1.15.6 Qualification for the Race

To qualify for the race, a rider must achieve a time at least equal to 107% of the time recorded by the fastest rider of his class; exceptions to this rule may be made at the discretion of the **Race Direction**.

1.16 Grid Positions

- 1.16.1** The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.
- 1.16.2** **For the MotoGP class, the Grid will be arranged in the 3-3-3-3 configuration "in echelon".**
For the 125cc and 250cc classes, the Grid will be arranged in the 4-4-4-4 configuration "in echelon".
Each line will be offset.
There will be a distance of 9 metres between each row.
- 1.16.3** Grid positions will be based on the fastest time recorded by the riders in all qualifying practice.
- 1.16.4** In the event of a tie, riders' second and subsequent best times will be taken into account.
- 1.16.5** The final grid will be published after the warm up has been completed, at the latest one hour before the start of the race.

1.17 Races

- 1.17.1** The length of races must be according to the following parameters:
- | | |
|---------------|----------------|
| Minimum 95 km | Maximum 130 km |
|---------------|----------------|
- and will be determined by the Permanent Bureau after publication of the calendar.
- 1.17.2** The length of a race may only be varied by the Race Direction.
- 1.17.3** A visible countdown board will be shown to indicate the number of remaining laps in the race.
- 1.17.4** If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptable Power System) and to a generator.

1.18 Start Procedure

- 1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane
- 2) **Approximately** 15 Minutes (20 minutes for MotoGP only, except in the case of a restarted race) before the Start of the Race – Pit lane exit opens for sighting lap(s).

Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines or refuel.

- 3) **Approximately** 10 Minutes (15 minutes for MotoGP only, except in the case of a restarted race) before the Start of the Race – Pit lane exit closes.
- 4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit. Such riders must have tyre warmers removed and may not change wheels after the display of the 3 minutes board. Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If there are two or more riders starting from the back of the grid, they will take up position in the order in which they qualified for the race.
- 5) When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended by up to five persons (seven for MotoGP), one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, riders in the MotoGP class only, must take off their helmets, except in the case of a restarted race.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

- 6) The Clerk of the Course may, at this stage, choose to declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".
- 7) Riders on the grid may at this stage make adjustments to the machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid. No generators, batteries or other electrical supplies are permitted on the grid, except in the MotoGP class.

MotoGP riders may use a generator to power tyre warmers on the grid. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of one kilowatt.

Starter engines may also be used on the grid in the MotoGP class.

Generators and starter engines should be located at the rear of the motorcycles.

All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane, where they may continue to make adjustments or change machine, before the display of the 1 minute board. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

- 8) Refuelling or changing fuel tank on the grid is forbidden.
- 9) 5 Minutes Before the Start of the Warm Up Lap – Display of 5 Minute Board on the grid.
- 10) 3 Minutes Before the Start of the Warm Up Lap – Display of 3 Minute Board on the grid.

Generators must be disconnected and removed from the grid as quickly as possible.

Removal of tyre warmers from machines on the grid and from spare machines.

At this point, all persons other than one mechanic per rider (two in MotoGP), the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

The MotoGP riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

- 11) 1 Minute Before the Start of the Warm Up Lap – Display of 1 Minute Board on the grid.

At this point, all team personnel except the mechanic(s) will leave the grid. The mechanic(s) will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.

In the interest of safety, in the MotoGP class only, 1 (one) mechanic per rider will remain at the rear and side of the grid until the riders and the medical car have departed on the warm-up lap.

Should a rider stall his machine at the start of the warm-up lap, his mechanic may assist him to restart.

- 12) 30 Seconds Before the Start of the Warm Up Lap – Display of 30 Second Board on the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it or change machine. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- 13) 2 Minutes Before the Start of the Race – Green flag waved to start warm up lap.

The riders will make one lap, at unrestricted speed, followed by a medical car.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the medical car will be directed into the pits and may start the race from there or he must stop behind the medical car and start the race from there, as directed by a marshal with a red flag.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

- 14) A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race

A medical car will follow behind the motorcycles for the whole of the first lap.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be required to carry out the **ride through** described under article 1.19.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of the fourth lap.

- 15) If, after the start of the race, a rider stalls his machine, then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start, then the rider must push it into the pit lane, under the supervision of the officials, where his mechanics may provide assistance to start it or the rider may change machine.
- 16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
- 17) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted.
- 18) Should there be a problem on the grid that might prejudice the safety of the start, **then a marshal will wave a yellow flag in front of the starting grid, and the Starter will** display a flashing yellow light and the board "Start Delayed". In this instance, riders must stop their engines. The start procedure will be re-commenced at the 5 minutes board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.
Any person who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points.

1.19 Ride Through Procedure

During the race, the rider will be requested to **ride through the pit lane**. **He may** then rejoin the race.

The rider must respect the speed limit (85 km/h + 10% – Art. 1.21.14), in the pit lane. In case of infraction of this speed limit, the **ride through** procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being enforced, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a **yellow board (100cm horizontal X 80 cm vertical)** displaying the rider's number (**black colour, height 50cm, stroke width 10cm**) will be shown at the **finish line and the information will also be displayed on the timekeeping monitors**.

Failure by the relevant rider to **ride through**, having been shown the board 3 times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to **ride through** on subsequent laps. The order of **the riders** will be based on the qualifying times with the faster rider first.

In the case of a rider failing to respond to the instruction to **Ride through**, and there being more than one rider penalised, no subsequent rider will be signalled to **ride through** until the previous rider has **completed the ride through procedure or has** been shown the black flag.

In the case where the organisation has been unable to carry out the **ride through** penalty before the end of the race, the relevant rider will be inflicted with a time penalty of **20** seconds.

1.20 "Wet" and "Dry" Races

- 1.20.1 All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.
- 1.20.2 Dry Races – a race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
- 1.20.3 Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres must enter the pits and do so during the actual race.
- 1.20.4 In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

1.21 Behaviour During Practice and Race

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. **Any infringement to this rule will be penalised according to the provisions of article 1.22.**
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. **Any infringement of this rule will be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points – suspension.**

- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement **of this rule** during the practices or warm up will be penalised by the cancellation of the lap time concerned **and** during the race, **by a ride through. Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed**
- 4) **Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.**
- 5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pits during the race to make adjustments to their machines or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes. Refuelling is strictly prohibited.

Work in the pit boxes is permitted during the intervals, if races are interrupted.
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 10) Riders must not transport another person on their machine **(exception: another rider after the chequered flag).**

- 11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, two way radio voice communication or legible messages on a pit board or body movements by the rider.
- 13) Riders in the top ten positions in the MotoGP class will be required to carry two "on-bike" cameras on their motorcycles.

The cameras and associated equipment must be carried during all practice sessions and the race.

Where it is impractical to supply cameras and associated equipment for every motorcycle being used by the rider in practice or racing, then the company designated for the supply of the equipment will provide dummy equipment of equivalent weight, size and mounting location to the functioning equipment.

Cameras and other equipment, functioning or dummy, will be supplied to the designated Teams by, at the latest, 14h00 on the day preceding the first day of practice at an event.

Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

- 14) A speed limit of 85 km/h plus a 10% tolerance will be enforced in the pit lane at all times during the event. **Riders must respect the speed limit from where the sign 85 Km/h is placed up to where the sign 85 Km/h crossed out is placed.**
Any rider found to have exceeded the limit during the practice will be subject to a fine of US\$ 100.– for the first offence, and US\$ 500.– for subsequent offences at the same event.

Any rider who exceeds the pit lane speed limit during a race will be penalised with a **ride through**.

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge of controlling the speed in the pit-lane.

- 15) In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, when returning to the pits after the chequered flag.
If the winning rider wishes to parade his national flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
- 16) Stopping on the track during practices and races is forbidden.
- 17) During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warm ups, when it is safe to do so, off the racing line

1.22 Flags and Lights

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

1.22.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear

This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.

This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up lap.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track **could be affected by any reason other than rain.**

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross**

Drops of rain on this section of the track.

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross + Yellow and Red Striped Flag**

Rain on this section of the track.

These flags must be shown together motionless at the flag marshal post.

- **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

- **Chequered Black / White Flag**

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

- **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.23.1).

1.22.2 Flags Which Convey Information and Instructions:

- **Yellow Flag**

Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

- **Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.**
- **Any infringement of this rule during the race will be penalised with a ride through.**
- **In both cases, further penalties (such as fine – suspension) may also be imposed.**
- **If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.**

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices and races.

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

- **White Flag**

An intervention vehicle is on the track.

Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.

It is forbidden for a rider to overtake another rider during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. **Riders are not allowed to exit the pit lane.**

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

At the end of each practice session and warm-up, the red lights will be switched on at the start line.

The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

- **Black Flag with orange disk (∅ 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

1.22.3 Flag Dimension

The flag dimension should be 80cms in the vertical and 100cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

1.22.4 Flag Colour

The Pantones for the colours are as follows :

Orange : Pantone 151C
Black : Pantone Black C
Blue : Pantone 286C or 298C
Red : Pantone 186C
Yellow : Pantone Yellow C
Green : Pantone 348C

The flags' colours will be checked the day preceding the day of the first practice session.

1.22.5 Rider' s number board

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm. This board must be available at each flag marshal post.

1.22.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.22.7 Marshals Uniforms

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

1.23 Finish of a Race and Race Results

- 1.23.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the **official** will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

- 1.23.2 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

- 1.23.3 The results will be based on the order in which the riders cross the line and the number of laps completed.

- 1.23.4 To be counted as a finisher in the race and be included in the results a rider must:

a – Complete 75% of the race distance.

b – Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.

- 1.23.5 The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

- 1.23.6 A new lap record for a circuit can only be established by a rider during a race.
- 1.23.7 Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

1.24 Medical cars

The medical cars, if they are to go on to the track, must be equipped with yellow flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

1.25 Interruption of a race

- 1.25.1 If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exception: if the race is interrupted during the last lap, the following procedure will be followed:

- 1) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

1.25.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the FIM Road Racing World Championship Grand Prix.

1.25.3 If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.26. If it is found impossible to restart the race, then the results will count and half points will be awarded in the Championship.

1.25.4 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then for the 125cc and 250cc classes the race will be deemed to have been completed and full Championship points will be awarded. For the MotoGP class, the race will be **restarted for a minimum of 5 laps according to Art. 1.26.**

If it is found impossible **to restart the race**, then the results will count and full Championship points will be awarded.

1.26 Re-Starting a race that has been interrupted

- 1.26.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.
- 1.26.2 The results of the first race must be available to teams before the second part of a race can be started.
- 1.26.3 The start procedure will be identical to a normal start with sighting lap(s), warm-up lap (**two warm-up laps for the MotoGP class**), etc.
- 1.26.4 Conditions for the re-started race will be as follows:
- i) In the case of situation described in 1.25.2 above:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.
 - c. The laps will be the same as the original race distance.
 - d. The grid positions will be as for the original race.
 - ii) In the case of situation described in 1.25.3 **and 1.25.4** above:
 - a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.
 - c. The number of laps of the second race will be the number of laps required to complete the original race distance, **with a minimum of 5 laps.**

- d. The grid position will be based on the finishing order of the first race.
- e. **The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.23.4 will apply.**

1.27 Check Area

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the check area 60 minutes after the finish of the race.

1.28 Championship Points and Classification

- 1.28.1 Riders and Constructors will compete for the FIM Road Racing World Championship Grand Prix.
Teams will compete for a MotoGP Team Championship.
- 1.28.2 For riders, the points will be those gained in each race.
- 1.28.3 For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.
- 1.28.4 Teams in the MotoGP class will, in principle, be comprised of two riders. The names of the teams will be composed of three elements :
 - 1. The name of the Manufacturer of the motorcycle or engine. (Mandatory).
 - 2. The name of the Team. (Mandatory except where the Team name is the same as the Manufacturer).
 - 3. The name of one principal Sponsor. (Optional).

Teams will compete for a Championship. All points scored by both riders in the Team, including substitutes or replacements, will count towards the Team Championship.

In the case of a one rider Team then only the points scored by that rider will count towards the Team Championship.

Wild card riders will not score points for the Team Championship.

1.28.5 For each race, Championship points will be awarded on the following scale :

1 st	25 points
2 nd	20 points
3 rd	16 points
4 th	13 points
5 th	11 points
6 th	10 points
7 th	9 points
8 th	8 points
9 th	7 points
10 th	6 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

1.28.6 All races will count for the FIM Road Racing World Championship Grand Prix classification.

1.28.7 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the **latest** result.

1.28.8 The World Champions in each category are obliged to attend an official FIM ceremony which will be held in December of the year of the Championship.

1.29 Instructions and Communications to Competitors

- 1.29.1 Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the FIM Road Racing World Championship Grand Prix Regulations. Circulars will be posted on the official notice board and placed in the special team mail box which will be provided by IRTA at each Event. Posting in the team mail box will be deemed as proof of delivery.
- 1.29.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 1.29.3 Any **communication** from the Race Direction, **the Permanent Officials** or the Clerk of the Course **to** a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction, **the Permanent Officials** or the Clerk of the Course must also be made in writing.